In the course of it he says:

I have gone through the accounts, and find them in all respects intelligible, explicit and plain, it is indeed a glorious balance, and expanded my cheef considerably (I don't mean any pan) at breakfast this morning. Fifteen hundred pounds to-day, and the rest on the 10th of April, will suit me perfectly. . . . I can most heartly say that all our intercourse has been one of pleasure and ratisfaction to me and that I have been very happy in it. I hope we shall never terminate our business engagements until the printer in stone, who will have to be employed at last, shall set "Finis" over our last binding in boards. . I have had you in my mind through the last half to take this opportunity of saying that I suppose we are to consider our agreement terminated at the conclusion of "Bleak House." I would like you and Bradbury in the mean time to consider how you would propose to consider our future relations. I am ready at any time to meet you in anything you may suggest, and to conclude any agreement we may think reasonable.

Dodd, Mead & Co. publish the second of the four volumes in which Mr. Luther S. Livingston is to complete his "Auction Prices of Books." This carries the record from Dickens a "Relation du Groenland," a copy of which, bound in morocco, sold in 1896 for a little more than \$7. We have already described the excellent plan of this book and the handsome form in which it is printed. It is a model of bibliographical system and accuracy. It is interesting to glance at some of the figures given. Living authors are included, so that the collector of Mr Andrew Lang's works, for example, may here discover just what his treasures are worth, They would seem to be, on the whole, a profitable investment. Indeed, some of our contemporaries cut a most imposing figure in the auction A copy of the first edition of Mr. Hewlett's "Earth Work Out of Tuscany" was sold only two years ago for \$23, and his "Songs and Meditations" brought, at about the same time, \$11. Mr. Kipling has nearly four pages to himself in this volume, and, as he has been the most conspicuous author in recent sales, they make very interesting reading.

The Lahore edition of "Departmental Ditties," published in 1886, fetched, in 1897, \$103-75. Since then the price has gone down, a copy being sold as recently as October, 1903, for only \$21. The original edition of "Letters of Marque" sold in 1897 for \$32 50, and in 1901 for \$5 50. The "slump" of "Schoolboy Lyrics" in four years was from \$675 to \$65. The first "plungers" in Kipling stock must wince when they turn these pages. Thomas Hardy's books have not commanded very high prices, but they seem to have kept their commercial value. The first edition of his first book, "Desperate Remedies," sold for \$26.25 in 1899, and for \$31.25 in 1902. The copy of "Tess" which he presented to William Morris fetched \$22 in 1898, and only \$15 a year

In 1840 Edgar Allan Poe was planning a new magazine. In a letter to his uncle, William Poe, of Augusta, Ga., written in Philadelphia on August 15, he told his kinsman something of his purpose. From this document, which Mr. William Abbatt prints in his "Magazine of History," we take the paragraphs relating to the scheme;

Herewith I send you a prospectus of my contemplated Magazine. I believe you know that my connection with "The Southern Messenger" was merely that of editor. I had no proprietary in it and my movements were, therefore, much impeded. The situation was disagreeable to me in every respect. The drudgery was excessive, the salary was contemptible. In fact, I soon found that, whatever reputation I might personally gain, this reputation would be all. I stood no chance of bettering my pecuniary condition, while my best energies were wasted in the service of an illiterate and vulgar, although well meaning, man, who had neither the capacity to appreciate my labors nor the will to reward them. For this reason I left him and entered first into an engagement with "The New-York Review" and afterward with "The Gentleman's Magazine," writing accasionally for [both] Journals, my object being merely to keep my head above water as regards money until a good opportunity ishould arrive) of establishing a Magazine of my own in which I should be able to carry out my plans to full completion and at the same time have the satisfaction of feeling that my exertions were to my own advantage. I believe that the plans I here speak of and some of them you will find detailed in the Prospectus, are well devised and digested, and will meet with the hearty support of the month desirable and intelligent portion of the community, should I be able to bring them fairly before the public, I feel assured that my fortune is made. The ambittion which actuates me I know to be no ordinary or which actuates me I know to be no ordinary or unworthy sentiment, and, knowing this, I take pride in earnestly soliciting your support, and that of your brothers and friends. If I fully succeed in my purpose I shall not fall to produce some last ing effect upon the growing literature of this country, while I establish for myself individually a maine which that country "will not willingly led die." which actuates me I know to be no ordinar

a name which that country "will not willingly let die."

It is upon the South that I chiefly rely for aid in the undertaking, and I have every hope that it will not fail me in my need. Yet the difficulties which I have to overcome are great, and I acknowledge to you that my prospects depend very much upon getting together a subscription list previously to the first of December. If by this day I can obtain five hundred names, the work cannot fail to proceed, and I have no fears for the result. The friendship you have always evinced, the near relationship which exists between us, and the kind offer in your last letter, all warrant me in hoping that you will exert your whole influence for me in Augusta. Will you oblige me by acting as my agent for "The Penn Magazine" in your city, this letter being your authority? If I am not mistaken, you already act in that capacity for "The Messenger."

Owing to false economy, ignorance or fraud, many asphalt pavements fall to render the service expected of them. Premature disintegration occurs so frequently that the idea of using asphalt at all is often regarded with suspicion, not to say positive disfavor. Nevertheless, a few experts insist that it is much the best material to use, though they are careful to qualify



One of the beauties of "batistes" (and they certainly are beauties) is that they're much more serviceable than old fashioned cloths like crash. Besides being lighter and many

Close woven, hard finished worsted fabrics-hair line patterns on gray

grounds. \$18 to \$29.

degrees cooler.

Any straw hat we have. \$1.75 now.

ROGERS, PEET & COMPANY.

Three Broadway Stores. 258 842 1269 at. 13th St. 32nd St.

Dr. Lyon's Tooth Powder

Cleanses and beautifies the teeth and purifies the breath. Used by people of refinement for over a quarter of a century. Very convenient for tourists.

J. H. Lyon. D.D.S.

their advocacy by the proviso that there shall be proper workmanship in its preparation and application. It is in the highest degree essential that those officials who are charged with the responsibility of authorizing new pavements should understand why asphalt has failed so often and what precautions are needed to avert such mistakes. Clifford Richardson, director of the New-York Testing Laboratory, has treated the subject exhaustively in "The Modern Asphalt to La Peyrere, who published at Paris in 1647 Pavement" (John Wiley & Sons). No engineer or inspector who has familiarized himself with the contents of this book has any excuse for approving bad construction. The writer has had seventeen years of experience in the industry, and that experience has been acquired in more than a hundred American cities, to say nothing of supplementary study in France, Eng-

> Among the young poets who have of late come into notice, Ethel Clifford (who became Mrs. F. W. Dilke only the other day) enjoys a wellearned prominence. She has just brought out a new volume, "Love's Journey" (John Lane), and in spite of the dedicatory verses in which the author takes a rather desponding view of her work, we are inclined to think that this collection is even better than its predecessor. Ethel Clifford is not an inspired singer, but she has fancy and art, and her delicately turned lines leave an uncommonly pleasant impression. She herself would say that experience had brought her strength. In the dedication aforesaid, addressed to her mother, she has these verses:

> I did not know there were so many weeping
> On earth, the splendid place;
> To whom the night brings neither dreams nor
> sleeping,
> But Sorrow's face.

So, though my own feet tread the way of glad-Where flowers you planted grow, My lute-strings throb and answer to the sadness That others know.

It is just possible that the author of "Love's Journey" takes the world's sorrow a little too seriously for her own poetical good. After all, life has its joys, and Ethel Clifford, with her lightness and grace, is well qualified to sing them. Perhaps by and by she will not so persistently sound her wistful melancholy note. Meanwhile, there is no denying the appeal of her clever verse, all of which is as clever as the

THE WOOD OF SILENCE, In the Wood of Silence everything goes wrong. Very deep the shade is, and hushed the joyous song. The heart sings on the highway and in the field of sheaves.
Who could lift a song to such a roof of leaves? In the upland valley the lovers danced and saug; Down beside the river still their laughter rang. Then they crossed the cornfield, passed the white-harred gate. And knew the Wood of Silence where the shadows

Once within its darkness came the sudden change. Each, quick-glancing sideways, found the other They forgot the wind there and the sun above: In the Wood of Silence comes the end of love.

Out upon the roadway with the Wood behind Still they felt its magic hold their spirits blind. Though they strove with laughter to mask each hidden thought, Nothing could unravel the spell the shadows wrought.

Not the define spinset har the falling light, as As the bill they mounted thought so deep a night. Durkness all about them, darkness in the heart, Hand in hand they journeyed, all a world apart.

RIOT WHEN PASTOR WEDS.

Congregation Objects-Police Reserves Out-Nearly Fatal.

A riot which only by good fortune did not re-sult fatally interrupted the wedding of the Rev. Roland S. Dawson to Miss Minnie Edsall, at the of the bride's parents, 101 Ainslie-st., Williamsburg, Monday night. Members of the Ainslie Street Presbyterian Church, it is said, caused the disturbance. Mr. Dawson was, until about a year ago, pastor of the church. While in that capacity he fell in love with Miss Edsail. To this many in the congregation objected.

When Mr. Dawson resigned to become pastor of the Knox Presbyterian Church it was said the action was due to the attitude of his church toward his love affair. Anticipating trouble from the objecting church members, the pastor kept the date of his wedding secret. But when the few guests began to arrive at the Edsall home the news soon appread that the ceremony was about to take place, and in a short time it seemed as though every member of the church had gathered in front of the house.

An organization composed of the young men of the church which had been formed by Dr. Dawson while he was pastor got a hand organ and began to grind out 'ragtime' in front of the house. Others got tin pans and the screnade became such a din that one of the guests hurried around to the Herbert-st, station and asked Captain Knipe to send policemen to the house.

Two officers drove the crowd away from in front of the hease and things were comparatively quiet until a little after midnight, when the bridal party came out. Two coaches had drawn up in front of the steps, and when the crowd saw the party come out the two policemen were carried off their fest and the coaches surrounded.

A telephone message to the station brought Screen Show and eight more policemen to the house in a hurry. The crowd was driven back and the Rev. John T. Dawson, the father of the bridegroom, who performed the ceremony, was just getting into the first coach with his wife and daughter. Miss Alice Dawson, when there was a blinding flash and a great puff of smoke. One of the screnaders had broken through the police lines and set off several pounds of magnesium powder close to the carriage. The horses of the first coach ran away. They raced to the corner of Ainslie-strand Marcy-ave, six blocks away, where the vehicle ran into a imposent and was wrecked. The occupants were thrown out. None of them were seriously injured. The horses of the first coach ran away. They raced to the corner of Ainslie-strand Marcy-ave, six blocks away, where the vehicle ran into a imposent and was wrecked. The occupants were thrown out. None of them were seriously injured t ection was due to the attitude of his church toward his love affair. Anticipating trouble from the

MR. AND MRS. C. W. MORSE SAIL.

General Belief They Will Return Here to Testify in Hummel Case.

Bellef that Charles W., Morse and Mrs. Morse will return to this country in time to be wit-nesses at the trial of Abraham H. Hummel and his law partner for conspiracy is expressed at the District Attorney's office. Samuel Untermyer, Mr. Morse's counsel, who found a way to cut the maconce involved, safled for Europe yesterday. It was said at the District Attorney's office yesterday that Mr. Untermyer probably would meet the Morses in Paris, although Mr. Untermyer's trip abroad was for rest and recording. abroad was for rest and recreation.

Now that the statement of Captain James T. Morse that he hired Mr. Hummel to have Mrs. Morse that he hired Mr. Hummel to have Mrs. Morse's divorce from her first husband set aside without the connivance of Mr. Morse, has had the effect to free both Mr. and Mrs. Morse from the District Attorney's suspicion of their being in the conspiracy, there is said to he no reason why the Morses should not come back to the city and tell what they know about the diworce case on the witness stand. At the same time, it is said that Mrs. Morse went to Europe with the avowed intention of staying away until all danger of her being called as a witness was over. She was said to be unwilling tostexify against Charles F. Dodge, her first kusband, Indicted for perfury, but since Dodge has been accepted as a witness for the State against Mr. Hummel, it is probable that Mrs. Morse will not need to testify in his case.

Stern Brothers

Ladies' Tailoring & Dressmaking (Third Floor)

Costumes, Waists, Walking Suits and Coats

made to order, for a limited period, at Large Concessions from Regular Prices

New Models in Tailor-made Gowns

Linen. \$37.50, 47.50 Woolens, 49.50, 55.00 of Linen, \$35.00 Riding Habits,

West Twenty-third Street



Its GOOD POINTS are its LONG POINTS.

ISTHMUS A FREE FIELD.

Pacific Mail Steamship Company Loses Control of Traffic.

The contract existing between the Panama Railroad Company and the Pacific Mail Steamship Company, under which the latter has for the last three years enjoyed a practical monopoly of the shipping carried across the isthmus, terminates to-day.

The Panama Railroad Company, taking advantage of a clause in the contract providing that it could be terminated on six months' notice in the event that the railroad became the property of the United States, gave this notice to the Pacific Mail Steamship Company on Jan-

The abrogation of this contract leaves an open field for American commerce with the Central American countries north of Panama.

Joseph L. Bristow, Special Panama Railroad Commissioner, after an exhaustive study of commercial conditions on the isthmus, made the recommendation that the monopoly enjoyed by the Pacific Mail Steamship Company be cancelled and the traffic thrown open to all steamship lines on equal terms.

It is possible that the Pacific Mail Company will continue to operate as heretofore between San Francisco and the isthmus, but will not, as heretofore, be favored over any of its com-

A man who is familiar with affairs in Panama said yesterday of Commissioner Bristow's re-

It is a most comprehensive report, and could be written only by a man who has made a careful and thorough investigation of conditions on the isthmus as Mr. Bristow has done.

BIGELOW ESTATE UNDER \$300,000.

Appraisers' Report Shows Thousands of Shares of Worthless Stocks.

[BY TELEGRAPH TO THE TRIBUNE.] Milwaukee, July 11.-The report of the appraiser's of the Bigelow estate was filed this afternoon, and shows that the value of the properties is a little less than \$300,000. There is a surprising list of "wildcat" mining stocks in the list of properties. Thousands of shares of stock in various mines are listed as valueless. Some properties have never been worth anything, it is said. The total par value of those stocks is something over \$1,000,000 In the list reported as valueless are 60,000 shares of Moonlight Gold Mining Company, 40,000 shares of Lake Shore Gold Mining stock and 67,000 shares of a placer mining property are listed as worth \$5.

SAN FRANCISCO STOCKS. San Francisco, July 11.—The official closing quo-

Alta	Justice
Alpha Con	Kentucky Con.
Andrea	I. Wash Con
Belcher	Mexican
Dest at Deicher	richicinential Con-
Builton	Ophir
Caledonia	Overman
Challenge Con	Potosi
Confidence	Sag Belcher
Con Cul & Va	Sierra Nevada
Con Imperial	Syndicate
Crown Point	St Louis
Gould & Curry	Union Con.
Hale & Noreross 1.5	Utah Con
Julia	Yellow Jacket

MARINE INTELLIGENCE

MINIATURE ALMANAC Sunrise 4:39 Sunset 7:30 Moon sets 1:19 Moon's age HIGH WATER.

INCOMING STEAMERS.

н	4.07747.4.1
	Vessel. From Line. Allianca Colon, July 5. Panama Prinz Adalbert. Genoa June 26 N G Lloyd Citta di Messina. Gibraltar, June 29 La Veloce Ed Cld G Galveston, July 4 Morgan Rio Grande Brunswick, July 8 Mallery Pennsylvania Hamburg, July 1. Hambarn Gallia. Gibraltar, June 30 Fabro
Į	THURSDAY, JULY 13.
	*Deutschland Hamburg July 6 Hamb-Am *City of Savannah Colon July 6 Panama City of Macon Savannah July 10 Savannah Cedric Liverpool, July 5 White Star Algonquin Jacksonville July 6 Clyde FRIDAY JULY 14
ı	F 5757700 F 4 / T 71777
	*Matanzas Havana July 10 Ward Adiprodack Hayti, July 1 Hamb-Aui *Bermudian Bermuda, July 12 Quebec *Monterey Havana, July 11 Ward Comanche Jacksonville, July 11 Clyde San Marcos Galveston, July 8 Mallory El Paso New-Orleans, July 9 Morsan El Alba Galveston, July 8 Morgan El Alba SATURDAY, JULY 15
	*Etrurin Liverpool July 8 Cunard *Philadelphia Southampton July 8 American *Cearense Barbados, July 8 Booth SUNDAY, JULY 16.
	*La Bretagne Havre, July 8. French Germania Gibraltar, July 7 Finbre Numidian Glasgow July 6. Allan State Louislana Havre, July 2 French Indrani Gibraltar, July 1
	*Brings mail.
	OUTGOING STEAMERS

OUTGOING STEAMERS.	
TO-DAY.	
Vessel. For Line Mails close. Majestic Liverpool White Star 6:39 a m Statendam Rotterdam, Holland-Am 7:30 a m Sicilia, Naples, Italian 8:30 a m Cubana, Mutanzas, Ward 12:30 p m Alene Hayti, Hamb-Am 9:39 a m Montserrat, Hayana, Spanish	10:00 a m 10:00 a m 11:00 a m 3:00 p m
Comus. New-Orleans. Morgan	12:00 m 3:00 p m 3:00 p m
IA Savoir, Havre, French. 7:00 a m Yucatan, Havana, Ward. 9:00 a m Seneca, Tampleo, Ward 12:00 m Harbarosea, Riemen, N G Lloyd. 2:00 m El Cld, Galveston, Morgan 1 Iroquois, Jacksonville, Clyde Jamestown, Norfolk, Old Dominion. FRIDAY, JULY 14.	12:00 m 3:00 p m 10:00 a m 3:00 p m 3:00 p m 3:00 p m
Santiago, Guantanamo, Ward 12-00 m	2:00 n m

Amusements.

FAY TEMPLETON Stella Mayhew, Vi	over the New Amsterdam. HT AT 8:20, and the Galaxy of Stars rginia Earl, Louis Har- ert, D. L. Don, Corinne, therine Hayes.
"LIFTING THE LU	DAMM FAMILY."
NEW YORK ROOF IN A Novelty Every T The Red Domino, The Avolos, Sam	

AMMERSTEIN'S, 42d St., B'way and 7th Ave. PARADISE ROOF GARDENS Every Eve. 8:15.— —18 BIG VAUDEVILLE ACTS— Daily Matinee in Victoria Theatre, 25c, 50c.

HERALD SO. THEATRE. Broadway & 35th St. Evs., 8:15. Mat. Sat. 2:15. SAM BERNARD THE ROLLICKING GIRL. HUDSON THEATRE, 44th st., East of Broadway
Eve. 5:20, Last Mat. Sat. 2:15.
THE HEIR THE HOORAH

DOER WAR

LUNA PARK

DREAMLAND

EDEN WORLD IN WAX New Groups CINEMATO GRAPH.

The Turf. BRIGHTON BEACH RACES.

EVERY DAY UNTIL JULY 29TH, AT 2:30 P. M.
TO-DAY (WEDNESDAY),
THE \$7,500 VENUS STAKES
AND A STEEPLECHASE
AND FOUR OTHER STIRRING CONTESTS.
Course can be reached in 30 minutes from New York
ide of Brooklyn Bridge by Special Electric Trains of
Brighton Beach Road, and by Smith Street Troiley
ars. Special Trains with Parlor Cars via Long Island
failroad leave foot of East 34th St. at 12:22, 12:52,
122, 1:52 and 2:22 P. M. Also via 39th Street Ferry,
rom foot of Whitehall Street, boats leave every 20
ninutes, connecting with special electric trains. Speital entrance for carriages and automobiles, Nepune Ave.

GRAND STAND, \$3.00. FIELD STAND, \$1.

Proposals.

PROPOSALS WILL BE RECEIVED AT THE Bureau of Supplies and Accounts, Navy Depart-t, Washington, D. C., until 10 O'CLOCK A. M., 25, 1905, and publicly opened immediately therement, Washington, D. C., until 10 O'CLOCK A. M., July 25, 1995, and publicly opened immediately theresiter, to furnish at the navy yards, etc., Portsmouth, N. H. Boston, Mass, Newport, R. I., New York, N. Y., League Island, Pa., Washington, D. C., and Norfolk, Va. as specified, a quantity of naval supplies, as follows: Schedule 32: Cable, electrical supplies, yellow pine ties, frogs and switches, calking lead, cast-iron pipe and specials, hydrants, reconstructing coaling plant, dredging—Schedule 33: Ventilating seets, khaki canvas and twine, tools, bellows leather, musical instruments, tachometers, whistic operators, trimming coal.—Schedule 31: Knife switches, hardware, pressure gauges—Schedule 36: Twenches, files, locks, hardware, mirrors, rod and sheet brass, sheet copper, tallow—Schedule 36: Traveling holst—Schedule 31: Cable, Portland cement, grommets, files, hardware, mahogany, white and yellow pine, spruce, alcohol, paints, timed roast beef, beans, sirup, sait water soap, blacking, ice, shipping cans. Applications for proposals should designate the schedules desired by number, Elank proposals will be furnished upon application to the navy pay office, New York, N. Y., or to the Bureau.

LT. S. ENCLINEER OFFEIGE, S.T. WITHLED. U. S. ENGINEER OFFICE, S15 WITHER-S. E.NGINEER OFFICE, S15 WITHERspoon Building, Philadelphia, Pa., June 18, 1965.—
Sealed proposals, in duplicate, are invited for dredging
in Delaware River, between Finns Point and the south
line of Pennsylvania, in sections No. 3, subsection A
and B, No. 4, subsection A and B, and No. 5, subsection A. Separate proposals are also invited for
dreaging in the same localities, with and without completion of, and changing part of the present bulkhead near
Edgemoor, Del., and construction of reverment alongside jetty on upper side of Christiana River. Proposals
will be received at this office until 12, noon, Monday,
July 17, 1905, and then publicly opened. Information
furnished on application. J. C. SANFORD, Major,
Ergrs.

ARMY BUILDING, NEW YORK CITY, JULY 6, 1965.—Sealed proposals in duplicate will be received here until 11 o'clock a.m., July 15, 1965, for transportation of sovernment troops and freight in both directions, between New York City and San Juan and Arcoyo, Porto Rico, from July 1, 1965, until June 30, 1966. Information and blanks upon application.

Major G. S. BINGHAM, Depot Quartermaster.

WEST POINT, N. Y., JULY 10, 1905.-Sealed proposa's, in triplicate, will be received here until 12 o'clock, noon, August 8, for the construction of storm sewer, surface drainage and sewer systems, as per drawings and specthcations on file in this office. The U.S. reserves the right to accept or reject any or all proposals or any part thereof. Forms and specifications furnished upon application. Address Quartermaster, U.S. M. A.

SHIPPING NEWS.

Port of New-York, Tuesday, July 11, 1905.

Port of New-York, Tuesday, July 11, 1905.

ARRIVED.

Steamer Friedrich der Grosse (Ger), Bieeker, Bremen July 1 and Cherbourg 2, to Oelrichs & Co, with 298 cabin and S12 steerage passengers, mails and midse. Arrived at the Bar at 3:65 p m.

Steamer Ryndam (Dutch), Van der Zee, Rotterdam and Boulogne July 1, to the Holland-American Line, with 228 cabin and 728 steerage passengers and midse. Arrived at the Bar at 11:15 p m.

Steamer Jonny (Aust), Budinich, Alicante June 15, San Felix 29 and Oram 23 to Phelpa Bros & Co, with midse. Arrived at the Bar at 10:15 p m 10th.

Steamer Wotan (Ger), Strecker, Sydney, C B, July 6, to Funch, Edye & Co, in ballast. Arrived at the Har at 4:30 a m.

Steamer Bedo (Nor), Feigenschow, Port Antonio, five and one-fish days, with fruit and four cabin passengers, to the Atlantic Fruit Company. Arrived at the Bar at 2:36 p m.

Steamer Mexico, Stevens, Havana July 8, to James E Ward & Co, with 132 passengers, mails and midse. Arrived at the Bar at 9:35 a m.

Steamer Navahoe, Bunnell, Georgetown, S C, July 6, and Willington, N C, July 8, to William P Clyde & Co, with passengers and midse. Left Quarantine at 6:08 a m.

Steamer Nucces, Hix, Galveston July 5 and Key West 8, with midse and passengers, to C H Mallowy & West 8, with midse and passengers, to C H Mallowy & West 8, with midse and passengers, to C H Mallowy & West 8, with midse and passengers, to C H Mallowy & West 8, with midse and passengers, to C H Mallowy & Mest 8, with midse and passengers, to C H Mallowy & Mest 8, with midse and passengers, to C H Mallowy & Mest 8, with midse and passengers, to C H Mallowy & Mest 8, with midse and passengers, to C H Mallowy & Mest 8, with midse and passengers, to C H Mallowy & Co. Co. with passengers and mode. Left Quarantine at 6.98 a m.
Steamer Nucces, Hix, Galveston July 5 and Key West 8, with mode and passengers, to C H Mallory & Co. Left Quarantine at 3.96 p m.
Steamer Hamilton, Bonz, Newport News and Norfolk, with mode and passengers, to the Old Dominion Steamship Company. Left Quarantine at 3.22 p m. Steamer Princess Anne, Tapley, Newport News and Norfolk to the Old Dominion Steamship Company, with modes, Left Quarantine at 2 p m.
Sandy Hook, N J, July 11, 9:30 p m.—Wind southwest; moderate breeze; clear. SAILED

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS. FOREIGN FORES.

London July 11—Arrived, steamer Consuelo (Br), Watson, New-York for Hull.

Bristol, July 11—Arrived, steamer Jersey City (Br), Frankland, New-York.

Brow Head, July 11, 4:05 p. m—Passed, steamer Oceanic (Br), Cameron, New-York for Queenstown and Liver-

ter). Landeron, New-York for Queenstown and Liverpool.
Scilly, July II, 4:20 p m-Parsed, steamer Pretoria (Ger),
Schrotter, New-York for Dover and Hamburg.
Antwerp, July II, 8 a m-Arrived, steamer Zeeland (Br),
Broomhead, New-York via Dover,
Venice, July B-Arrived, streamer Lucia (Aust), Zacevich,
New-York via Maila,
Palermo, July 8-Salled, steamer Napolitan Prince (Br),
Eagleton (from Naples), New-York,
Barbando, July 8-Salled, steamer Cearense (Br), Couch
ifrom Para), New-York.

THE HOME

Insurance Company,

Office: No. 56 Cedar Street, NEW YORK.

ONE HUNDRED-AND-FOURTH SEMI-ANNUAL STATEMENT. JULY, 1905.

CAPITAL STOCK, \$3,000,000 00

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash in Banks and Trust Companies. Cash in hands of Agents and in course of collection. Real Estate Loans on Bonds and Mortgages.		. 1,593,892,03
Loans on Bonds and Mortgages		. 1,601 50
BONDS	Par Value	Market Value

1.000,000 00

1,380,000 00

752,000 00

18,000.00

District of Columbia of 1924.................................3-65 per cent.

District of Columbia of 1924	her	Court.	de T'escochacea cua	750 FB (2000) - 15
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Trate d States of Marion	44	**	18,000 00	18,000 0
		**	220,000 00	222,360 0
		46	50,000-00	47,700 0
State of Georgia, (Registered) (1920)31	44	46	25,000 00	25,250 0
New York City, (Registered)35	44	46	2,000,000 00	2,005,000 0
New York City, (Registered)3	**	44	600,000 00	564,000 0
City of Rochester, N. Y. (Registered)	6. 66	48.	100,000 00	100,000 0
City of Rochester, N. 1. (Registered)	* **	44.	50,000 00	57,500 0
City of Richmond, Va. (1922)				
Northern Pacific-Great Northern (C. B. & Q.	44	44	400,000 00	404,000 0
Collateral)	46	66	300,000 00	285,000 0
Erie Railroad, Pennsylvania Coal Collateral4	66	440	200,000 00	214,000 (
Union Pacific R. R. Co., First Mortgage4	. 44	44	200,000.00	206,000 0
Pennsylvania Railroad Co., Convertible 1912 35	*	16	166,500 00	166,500 0
Pennsylvania Railroad Co., Convertible 1915. 3	Z		Actualities on	
N. Y., Chicago & St. Louis R. R. Co., 1st Mort-	**		112,000 00	117,600 6
gage (1937)			LLa, MAG COS	A SERVICE S
Ohio & West Virginia Railway Co., 1st Mort-	**		100,000 00	113,000 (
anon ilitia			Trustants on	AAMATTICE S
Cleveland, Columbus, Cincinnati & Indianapolis	44	**	100,000:00	122,000 (
R. R. First Consolidated Mortgage (1914) 7	-		Trustana ora	American .
Louisville, New Albany & Chicago R'y Co., 1st	44	**	100,000,00	111,000 0
Mtge (1910)6			100,000 00	ALLEST MANY
West Shore Railway, 1st Mortgage Gtd. (Regis-	1.04		**********	107,000 (
tored)	1.44		100,000 00	102,000 (
Reading Co. General Mortgage4	4.6	46	100,000 00	
Norfolk & Western & Pocahontas, Joint4	44	(64)	100,000 00	96,000 (
Oregon Short Line R. R. Co., Refunding 4	0.44	44:	100,000 00	96,000 (
Cleveland Terminal and Valley R. R. Co. (1995)4	44	.44	100,000 00	97,000 (
Terminal Railroad Association of St. Louis 4	**	**	100,000 00	111,000 (
Atchison, Topeka & Santa Fe Railway Converti-			100000000000000000000000000000000000000	
blo4	68	.56	50,000 00	50,500 (
Virginia Midland R'y Co. Gen'l Mtge. Gtd.				22.000
Stamped (1986)	1.68	44	50,000 00	57,000 (
Jeff'nville, Mad'n & Ind'apolis R. R. Co. 1st				
Mtge (S. F.) (1906)	44.	46	41,000 00	43,050
Louisville, Henderson & St. Louis R'y Co., 1st				
Mton (1946)	**	**	25,000 00	27,500 (
New York & Westchester Lighting Co., Gen'l				
Mtge	44	44	100,000 00	92,000 (
Boonville Railroad Bridge Co., Sinking Fund4	16	**	100,000 00	93,000 (
Arestican Tobacco Co4	**	**	100,000 00	74,000
Adams Express Co., Collateral Trust4	44	**	50,000 00	51,500 (
Anders Lapites Con Commercial accounts				
CTOC	T	-		
STOC	K			

20,000 Shares Pennsylvania Railroad Company. \$ 50 each

		Pennsylvania Ramond Company .		each	200,000,00	190,000,00
5,000	- 44	Southern Railway Co., Preferred.	100		500,000 00	480,000 00
5,000	**	Morris and Essex Railroad Co	50	46	250,000 00	462,500 00
5,000	44.	Reading Company, First Preferred	50	**	250,000 00	225,000 00
4,000		Lehigh Valley Railroad Co	50	84	200,000 00	244,000 00
3,000		Baltimore and Ohio R. R. Co.,				
0,000		Preferred	100	44	200,000 00	288,000 00
0.000			100		displaces ou	acceptance of
2,650		United New Jersey R. R. and	***	700	PAT 000 00	F45 500 00
		Canal Co	100		265,000 00	715,500 00
2,500		Pittsburgh, Fort Wayne & Chicago				
- THE PROPERTY OF		R'way Co	100	44	250,000 00	460,000 00
2,500	44.	Pittsburgh, Bessemer & Lake Erie			STATE OF THE PARTY	The second second
2,000			50	**	125,000 00	92,500 00
0.000		R. R	· CrCs		120,000 00	Complete con
2,000		Baltimere and Ohio R. R. Co.,	100		000,000,00	600 000 00
-	140	Common	100		200,000 00	222,000 00
2,000	**	Cleveland and Pittsburg R. R	50		100,000 00	182,000 00
1,800	**	Rochester & Genesee Valley R. R.	100	**	180,000 00	268,200 00
1,500	**	New York, New Haven and Hart-				
* Marion		ford R. R	100	46	150,000 00	294,000 00
1.000	**	New York Central and Hudson			Acres ones	20000 00
1,000			100	-	**** ***	******
ACCUSAN	127	River R. R	100	2	100,000 00	140,000 00
1,000		Fort Wayne & Jackson R. R. Co.,				
		Prefd	100	•	100,000 00	142,000 00
1,000		Chicago, St. Paul, Minneapolis-				The state of the s
		and Omaha Railway Co.,				
			100	44	100,000,00	*** *** ***
* 000	**	Preferred	2000	**	100,000 00	185,000 00
1,000		Rensselaer and Saratoga R. R	100		100,000 00	210,000 00
1,000		Connecticut River R. R. Co	100	**	100,000 00	290,000 00
1,000	- 44	Chicago and North Western Rail-				700000000000000000000000000000000000000
		way Co., Prefd	100	44	100,000 00	235,000 00
1,000	44	Northern Railrond of New Jersey	100	46	100,000 00	95,000 00
1,000		Valley Railroad	100	48	100,000 00	
1,000			400		TOO'CHAN CAO	130,000 00
1,000		Atchison, Topeka & Santa Fe Rail-	***	**		
Carl Contract of	**	way, Prefd	100		100,000 00	100,000 00
1,000		Union Pacific R. R., Preferred	100	**	100,000 00	95,000 00
1,000	**	Chicago, Milwaukee & St. Paul				Suppose the
		R'way Co., Com	100	44	100,000 00	1775 (600, 00
1.000	**	Illinois Central Railroad Co	100	44		175,000 00
500	7.44				100,000 00	163,000 00
4900		Chicago and Northwestern Rail-	*00	46	142.000.000	
4.00	**	way, Common	100		50,000 00	101,500 00
400		Northern Pacific Railway Co	100	**	40,000 00	74,400 00
300	**	Great Northern Rallway Co., Pre-				77.78.77.7.00
		ferred	100	**	30,000 00	94 000 00
10	46	Northern Securities Co. Stubs	100	66	1,000 00	84,000 00
2,200		Consolidated Gas Co. of New	-		1,000 00	2,870 00
-		Consolidated Gas Co. Of New	100	**	Carrier Control of the Control of th	
* 000	**	York	100		220,000 00	418,000 00
1,000		The Mackay Co.'s Preferred	100	**	100,000 00	72,000 00
100		Twenty-third Street Railway Co.	100	**	10,000 00	40,000 00
200	**	American Exchange National			100000000000000000000000000000000000000	20,000 00
		Bank of N. Y	100	441	20,000 00	
200	**	Fourth National Bank of N. Y	100	46		55,000 00
200		Manhattan Company N V	50	***	20,000 00	40,000 00
	16	Manhattan Company, N. Y		**	10,000 00	32,500 00
100		Bank of America, N. Y	100		10,000 00	52,000 00
200		Chatham National Bank of N. Y.	25	**	3,000 00	16,000 00
200	**	Franklin Trust Company, Brook-				10,000 00
		lyn	100	***	20,000 00	******
150	**	Long Island Loan and Trust Co	100	**	20,000 00	65,000 00
100	44	United States Montage	_400		15,000 00	45,000 00
Total	- 1	United States Mortgage and Trust	***			
200	**	Co.	100		10,000 00	52,500 00
50	1000	Metropolitan Trust Company,				
		N. Y	100	**	5,000 00	20.750.00
		A Committee of the Comm			2,000 00	30,750 00

\$19,961,447 06

LIABILITIES

sh Capital	\$3,000,000.00
serve Premium Fund	7,412,838 00
serve for Losses.	733,246 65
serve for Re-Insurance, and other claims	933,385 65
serve for Taxes and other contingencies.	175,000 00
plus over contingencies and all liabilities including capital	7,706,976.78

\$19,961,447 06 \$10,706,976 76

Surplus as regards policy holders,

DIRECTORS:

Levi P. Morton, Cornelius N. Bliss. John H. Washburn, Elbridge G. Snow, George H. Hartford,

New York, July 11, 1905.

FREDERIC C. BUSWELL, Vice-President.

CLARENCE A. LUDLUM, Ass't Secretary.

Res

Henry F. Noyes, Lucien C. Warner. Dumont Clarke. James B. Van Woert, John Claffin,

Cord Meyer, Levi C. Weir, John H. Flagler, Emanuel H. A. Correa, Samuel D. Styles.

ELBRIDGE G. SNOW, President. EMANUEL H. A. CORREA, Vice-President.

AREUNAH M. BURTIS, Secretary. WILLIAM H. CHENEY, Secretary. HENRY J. FERRIS, Ass't Secretary.